

Thomas H. Johnson (Scranton, PA) Photographs of Delaware and Hudson Railroad Properties, 1860-1865

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Carbondale PA Historical Society

Large Format Albumen Silver Prints from Wet Collodion Negatives: (Images : 30.5 x 38.5 cm (12 x 15 3/16 in.); Mounted: 45.4 x 55.7 cm (17 7/8 x 21 15/16 in.); Matted: 55.9 x 71.1 cm (22 x 28 in.)

The albumen print, also called albumen silver print, was the first commercially exploitable method of producing a photographic print on a paper base from a negative. The albumen paper printing technique was developed and introduced in 1850 by Louis Désiré Blanquart-Evrard. Albumen prints are a variety of photographic paper print in which a finely divided silver and gold image is dispersed in a matrix of egg white. The albumen and the silver nitrate form light-sensitive silver salts on the paper. When a glass negative is placed directly on the paper and exposed to light, it forms an image on the paper.



Louis Désiré Blanquart-Evrard

Shown here are 27 large format albumen silver prints from wet collodion negatives that were created by Thomas H. Johnson of Delaware and Hudson Railroad properties in Lackawanna and Wayne Counties, PA.

The 27 Thomas H. Johnson photographs:

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2. Peck's Crossing and Plane E, p. 5
3. Gibson's Breaker (Rushdale), p. 6
4. Bridge near Olyphant, p. 7
5. View on the Moosic (West), pp. 8-9
6. Machine Shops (Carbondale), p. 10
7. Grassy Island Shaft, p. 11
8. Honesdale (Section 1), p. 12
9. Honesdale (Section 2), p. 13
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11. Honesdale (Section 4), p. 15
12. Olyphant, p. 16
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17. Inclined Plane F, pp. 22-23
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20. Eaton & Co.'s Breaker (Archbald), p. 26
21. Von Storch Shaft, p. 27
22. Gibson's Breaker (Rushdale), p. 28
23. Archbald, pp. 29-30
24. Plane No. 23 ("G"), pp. 31-32
25. D&H Docks (Honesdale), p. 33
26. Plane No. 21 or Plane No. 22, pp. 34-35
27. Von Storch Breaker, p. 36

test
OFFICE AT CARBONDALE,
DEL. & HUDSON CANAL CO.



(detail of photo given above)]



PECK'S CROSSING AND PLANE E,
DEL. & HUDSON CANAL CO.



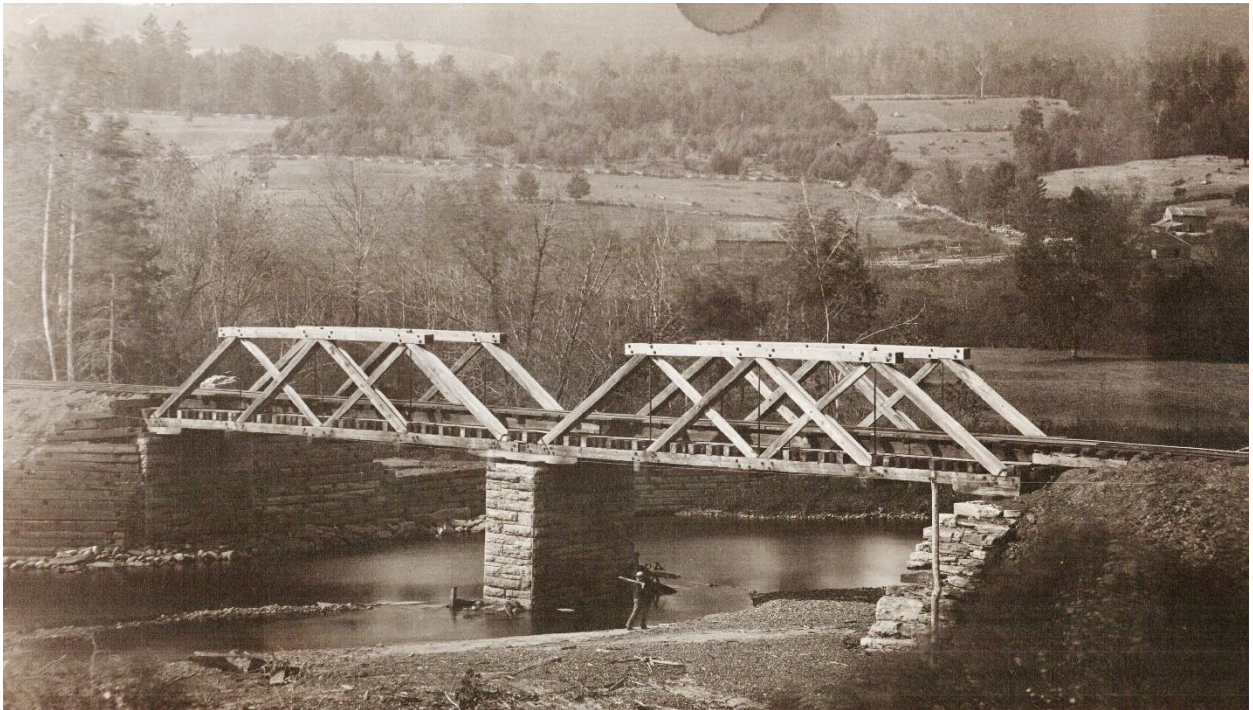
GIBSON'S BREAKER,

(RUSHDALE,)

DEL. & HUDSON CANAL CO.



BRIDGE NEAR OLYPHANT,
DEL. & HUDSON CANAL CO.



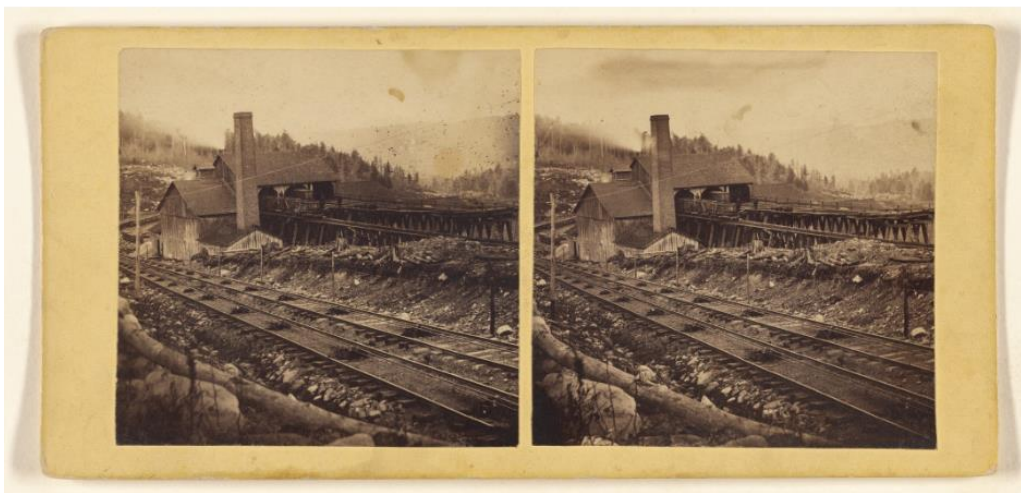
VIEW ON THE MOOSIC.

(WEST.)

DEL. & HUDSON CANAL CO.



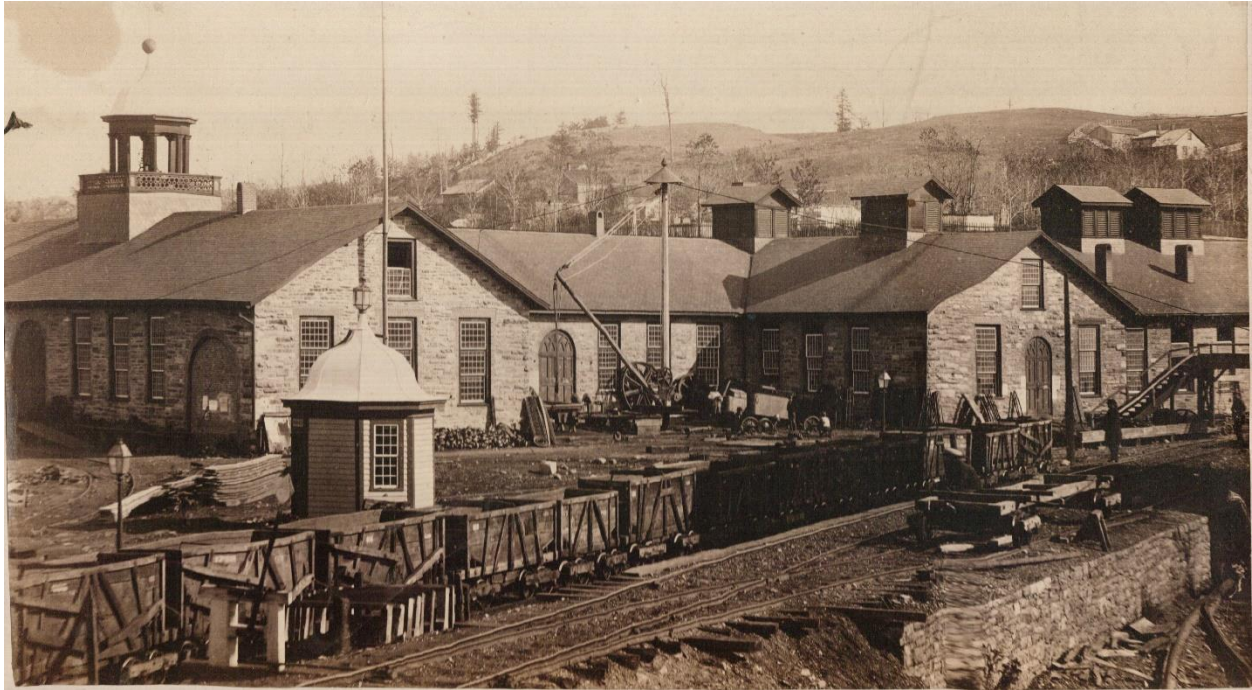
The photo given above was made into a stereoview by Johnson:



Here is the reverse of the photo given directly above. On the label, the photo is identified incorrectly on the label. This is Plane No. 4 and not Plane No. 2. It is very interesting to know that this photograph is a component of "Johnson's Photographic Views, FOURTH SERIES, On the Del. & Hudson R. R."



Aug
25
by
MACHINE SHOPS,
(CARBONDALE,
DEL. & HUDSON CANAL CO.



GRASSY ISLAND SHED,
DEL. & HUDSON CANAL CO.

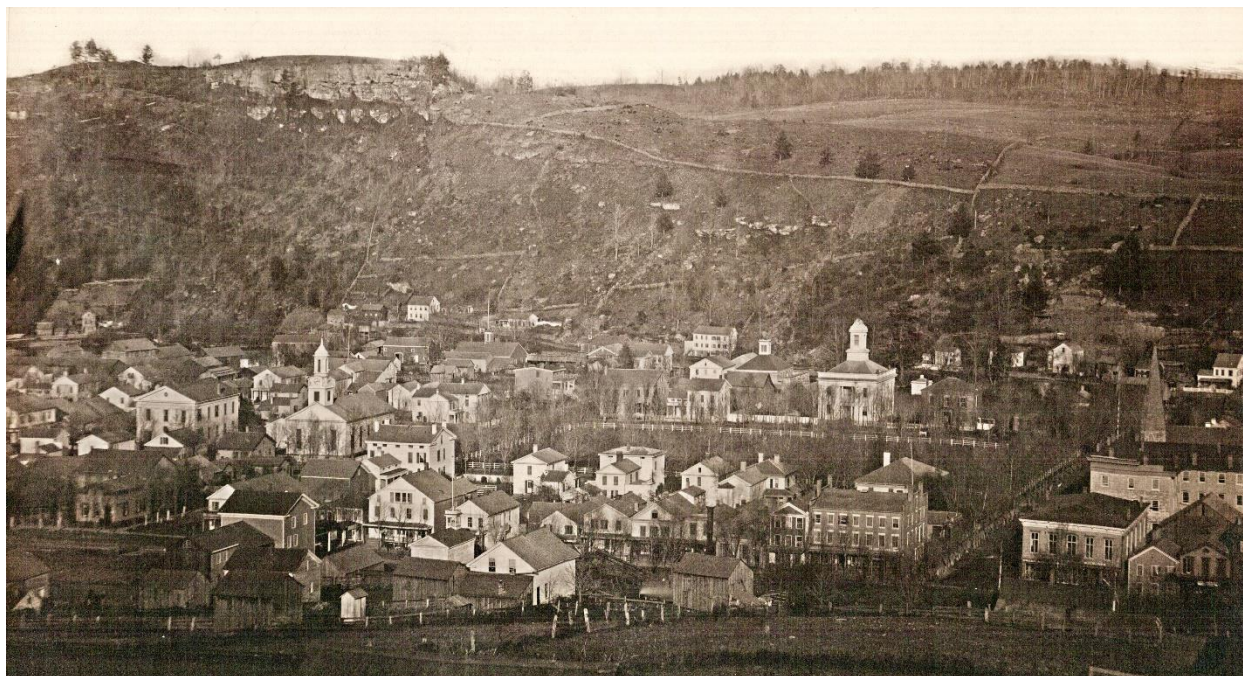


GRASSY ISLAND SHED.
DEL. & HUD. CANAL CO.

HONESDALE.
(SECTION 1.)
DEL. & HUDSON CANAL CO.



HONESDALE.
Section 2
DEL. & HUD. CANAL CO.
1860



M O N E S D A L E,
(SECTION 3,)
DEL. & HUDSON CANAL CO.



M O N E S D A L E ,

(SECTION 4.)

DEL. & HUDSON CANAL CO.



OLYPHANT,
DEL. & HUDSON CANAL CO.



PROVIDENCE.
DEL. & HUDSON CANAL CO.



CARBONDALE,
(SECTION 1,)
DEL. & HUDSON CANAL CO.



(left side), Section 1

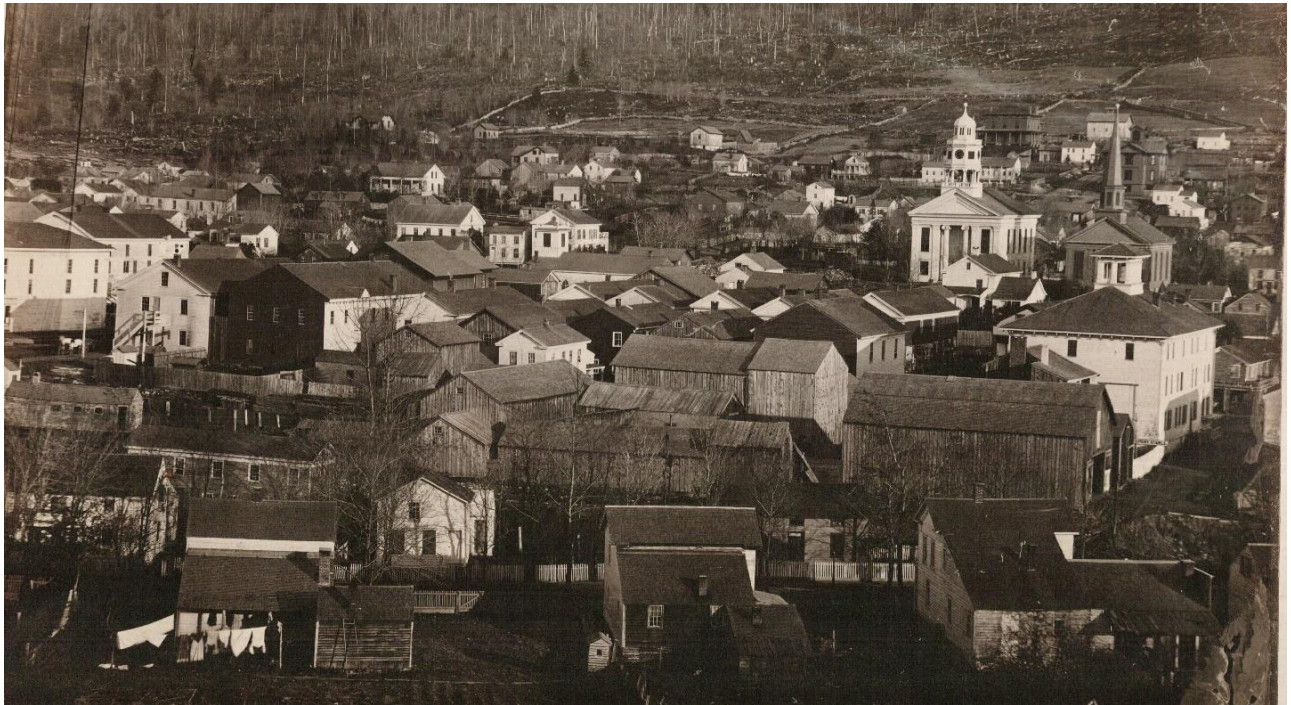


(right side) Section 1

CARBONDALE,

(SECTION 2.)

DEL. & HUDSON CANAL CO.



25 CARBONDALE,
(SECTION 3.)
DEL. & HUDSON CANAL CO.



INCLINED PLANE, F,
DEL. & HUDSON CANAL CO.



(right side of photo)



(left side of photo)

W A Y M A R T .

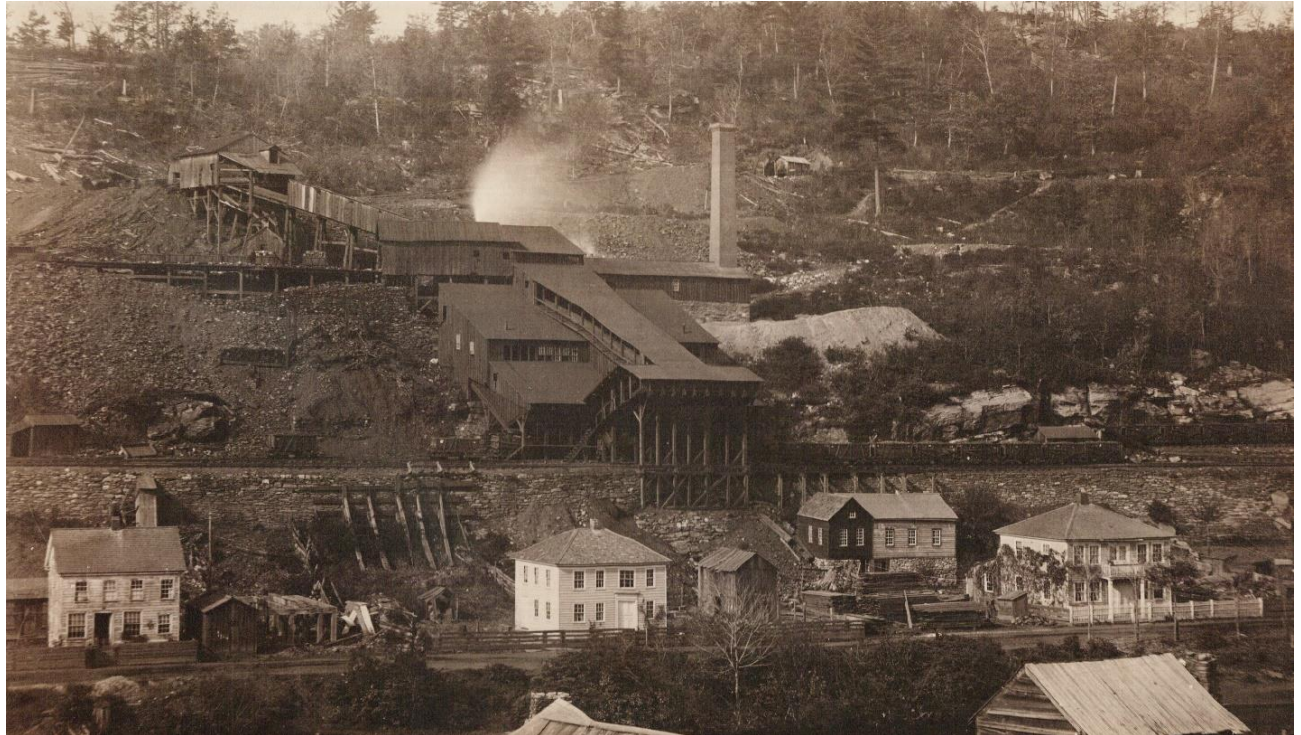
DEL. & HUD. CANAL CO.



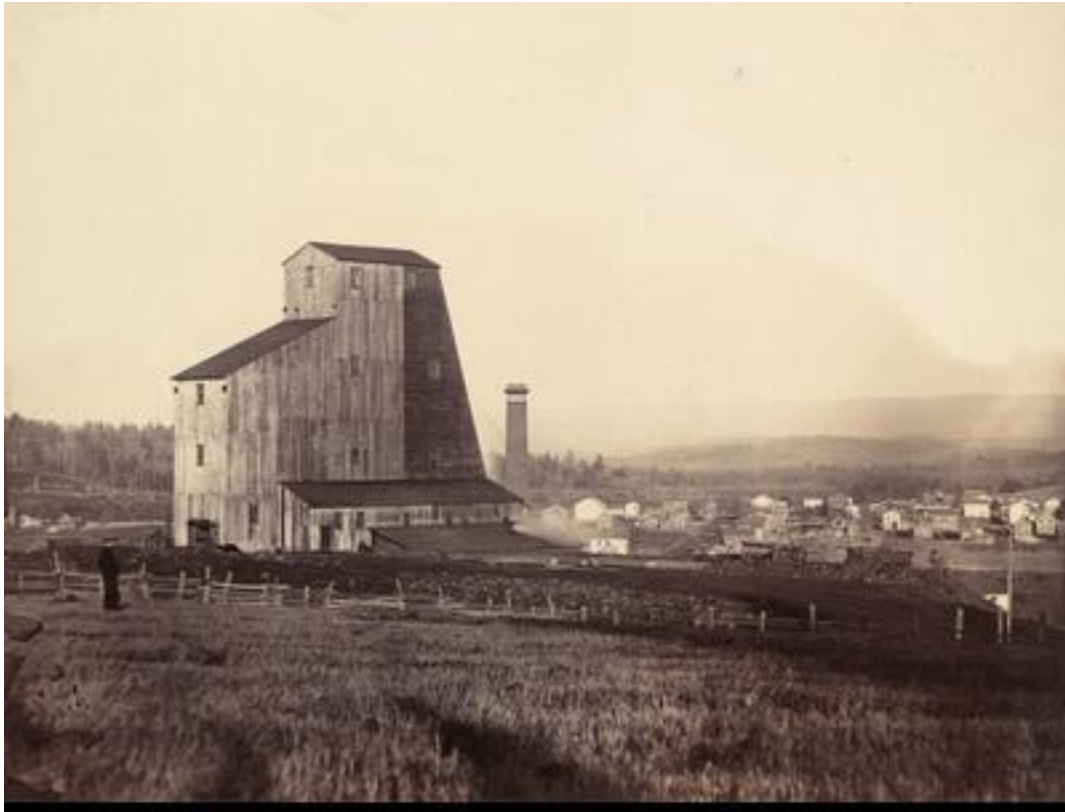
BIRDSEY BREAKER,
(ARCHBALD),
DEL. & HUDSON CANAL CO.



EATON & CO.'S BREAKER,
(ARCHBALD,)



WON STORCH SHAFT,
DEL. & HUDSON CANAL CO.



GIBSON'S BREAKER,

(RUSHDALE,)

DEL. & HUDSON CANAL CO.



JOHNSON, Photographer, Scranton, Pa.

GIBSON'S BREAKER,

(RUSHDALE,)

DEL. & HUDSON CANAL CO.

ARCHBOLD,
DEL. & HUDSON CANAL CO.



(left side of photo)

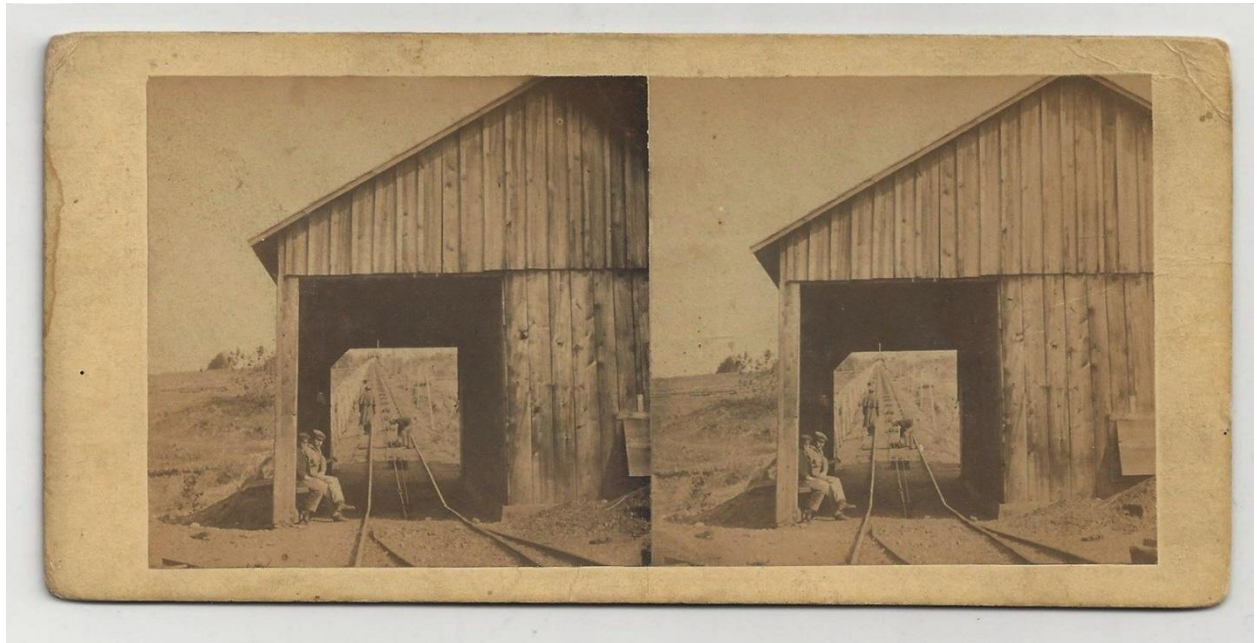


(right side of photo)

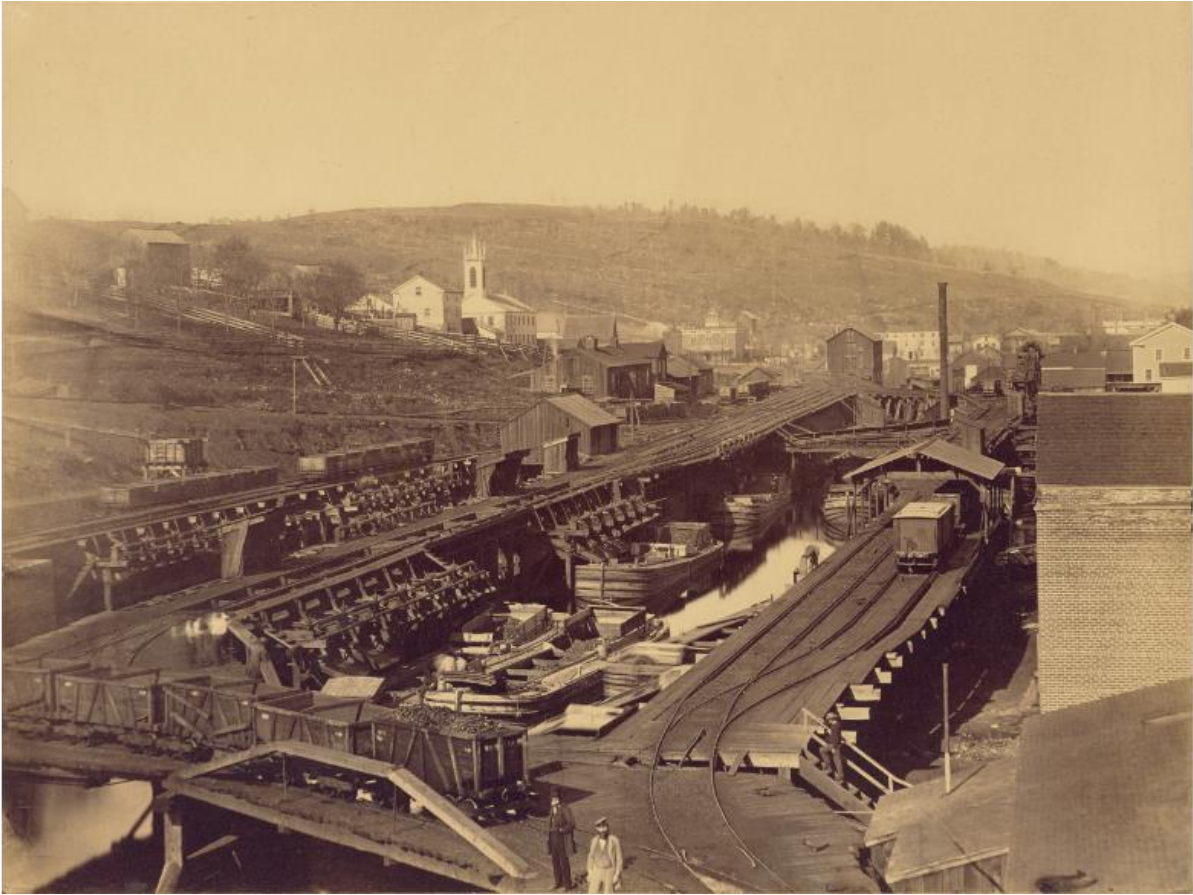
Inclined Plane G (Plane No. 23)



Photo of "Foot of Plane G" as a Johnson stereocard:



D&H Docks, Honesdale



Plane No. 21 (“C” Plane) in Archbald or Plane No. 22 (“F”) in Peckville



Plane C (No. 21, Archbald) or Plane F (Peckville)

Thoughts from S. R. Powell:

--Plane No. 21 was 1,146 feet long. In known photographs of Plane No. 22, we see a relatively short plane (418 feet) that is not very steep. In this photograph we see a plane that is very long and very steep.

--The smokestack on Plane No. 22 was behind the left side of the headhouse, as you look up the plane. The smokestack shown here is to the right of the headhouse, as you look up the plane.

--The Gravity line was extended south to Olyphant in 1859. The photo given above (pp. 22-23) of Plane No. 22 shows the plane and the headhood that were in place when the extension to

Olyphant opened in 1859 and which were in place until the closing of the line. The plane and headhouse shown on page 34 are not that plane and not that headhouse.

--The Gravity Plane shown in the photograph on page 34, it seems safe to conclude, is Plane 21 in Archbald.

Von Storch Breaker



VON' STORCH BREAKER.
DEL. & HUD. CANAL CO.

JOHNSON, Photographer, Scranton, Pa.

(End of material on Johnson albumen prints)